

The Acting CHAIR. The gentleman from California has 1 minute remaining.

Mr. WAXMAN. The EPA did an economic analysis looking at the cost and benefits. And on the Cross-State Air Pollution Rule, they said that the costs would be less than a billion, but the benefits would be up to \$280 billion per year, 150 to 350 times its cost.

I want the chairman of the subcommittee to answer a question when he closes. I believe the Republicans have misrepresented this bill during the debate, but false information was put on their Web site tonight. They claimed hundreds of groups support the TRAIN Act, and immediately two groups came forward, and maybe others will as well, saying that they would never support the TRAIN Act—Clean Water Action Committee and the Clean Air Watch.

I'd like to know if the information that is on the Web site is being checked for accuracy, because I know that a lot of things that have been said in this debate from the other side of the aisle have not been accurate.

With that, I yield back the balance of my time.

Mr. WHITFIELD. Mr. Chairman, I yield myself the balance of my time.

I want to thank the gentleman for the debate today. I was not aware that we had sent out a letter of supporters of this legislation, and evidently in that letter there was a letter in opposition that should not have been in there. If that created any hardship for anyone or problems, we certainly do apologize for that.

We should remind ourselves that by every public health measure, from infant mortality to life expectancy, we are healthier today and are exposed to fewer hazards than ever before. Our present day air is much cleaner now than years ago thanks to EPA, and our air quality is among the best in the world. And we recognize the importance of EPA. However, when EPA becomes so aggressive, as this EPA has become, and in a very short period of time they've come forward with 14 regulations—and we know that when you look at cost-benefit analyses, different entities come up with different figures on the cost and the benefits.

We, for example, have come up with an analysis on the Utility MACT and the air transport rule alone saying that the annualized cost of that will be \$17 billion, that industry will have to spend that kind of money to get new equipment, that the total cost between 2011 and 2030 would be \$184 billion. But one of the figures that really scares you in this is that they say there will be a net loss of 1.4 million jobs. Now, we know that some jobs will be created in trying to build this equipment that these regulations are going to require, but most of the analyses that we've seen indicate that there is going to be more of a job loss.

□ 1950

All the TRAIN Act is doing is saying let's have an independent government

agency, including EPA, do an analysis of cost/benefit of all of these rules. We would also like them to look at what impact does it have on America's ability to be competitive in the global marketplace. We'd also like for them to look at what will be the job loss, net job loss. We would also like for them to look on what impact it's going to have on electricity prices as well as the reliability of electricity.

And on 12 of those regulations, we do not stop them in any way; but on two of them, the ones that are most costly—Utility MACT, and what I refer to as the "air transport rule"—we do, in this legislation, delay the effective date of those, the implementation of those until 6 months after the report is due that this legislation requires.

Now, in my view, that's not being unreasonable. Some people think it is because it is the first time that Congress has ever come to the floor to question some of the EPA regulations, and I really think that that's our responsibility. They issue the regulations; but if they reach a point where we think they're being unreasonable, then we have an obligation to come and let's examine these, let's look at them before we move totally forward with it.

Now, Lisa Jackson, when she has come before us and testified, she has always made the comment that "I'm creating jobs with these new regulations." And as I said earlier, she does create new jobs, but the net effect is there is a loss of jobs. Now, some of these rules may be great in areas like California and New York and the Northeast and elsewhere; but in the areas of the country where coal—and, by the way, coal still provides 50 percent of all the electricity in America. Our electricity demand is going to increase significantly in the next 30 years, so we're going to have to rely on coal. But a lot of these regulations are going to put coal miners out of business because they're going to close some of these coal mines. It's going to put some coal-fired utilities out of business because they're going to close these utility plants because the cost is not going to be worth what they have to do to meet these air quality regulations.

Now, on the air quality regulations, the question becomes, if you're 98 percent pure already, is it worth this much money to go 2 percent more? So that's the question we come down to, and that's why we ask for this analysis; and I would urge everyone to support this TRAIN Act legislation.

Mr. Chairman, I yield back the balance of my time.

The Acting CHAIR. All time for general debate has expired.

Mr. WHITFIELD. Mr. Chairman, I move that the Committee do now rise.

The motion was agreed to.

Accordingly, the Committee rose; and the Speaker pro tempore (Mr. LANKFORD) having assumed the chair, Mr. HASTINGS of Washington, Acting Chair of the Committee of the Whole

House on the state of the Union, reported that that Committee, having had under consideration the bill (H.R. 2401) to require analyses of the cumulative and incremental impacts of certain rules and actions of the Environmental Protection Agency, and for other purposes, had come to no resolution thereon.

RECESS

The SPEAKER pro tempore. Pursuant to clause 12(a) of rule I, the Chair declares the House in recess subject to the call of the Chair.

Accordingly (at 7 o'clock and 55 minutes p.m.), the House stood in recess subject to the call of the Chair.

□ 2141

AFTER RECESS

The recess having expired, the House was called to order by the Speaker pro tempore (Mr. BASS of New Hampshire) at 9 o'clock and 41 minutes p.m.

CONTINUING APPROPRIATIONS ACT, 2012

Mr. DREIER, from the Committee on Rules, submitted a privileged report (Rept. No. 112-215) on the resolution (H. Res. 412) providing for consideration of the Senate amendment to the bill (H.R. 2608) to provide for an additional temporary extension of programs under the Small Business Act and the Small Business Investment Act of 1958, and for other purposes, which was referred to the House Calendar and ordered to be printed.

Mr. DREIER. Mr. Speaker, by direction of the Committee on Rules, I call up House Resolution 412 and ask for its immediate consideration.

The Clerk read the resolution, as follows:

H. RES. 412

Resolved, That upon adoption of this resolution it shall be in order to take from the Speaker's table the bill (H.R. 2608) to provide for an additional temporary extension of programs under the Small Business Act and the Small Business Investment Act of 1958, and for other purposes, with the Senate amendment thereto, and to consider in the House, without intervention of any point of order, a motion offered by the chair of the Committee on Appropriations or his designee that the House concur in the Senate amendment with the amendment printed in part A of the report of the Committee on Rules accompanying this resolution modified by the amendment printed in part B of such report. The Senate amendment and the motion shall be considered as read. The motion shall be debatable for one hour equally divided and controlled by the chair and ranking minority member of the Committee on Appropriations. The previous question shall be considered as ordered on the motion to its adoption without intervening motion.

The SPEAKER pro tempore. The gentleman from California is recognized for 1 hour.

Mr. DREIER. Mr. Speaker, for the purpose of debate only, I yield the customary 30 minutes to my very good